

30th Street / Mission BART Station Study

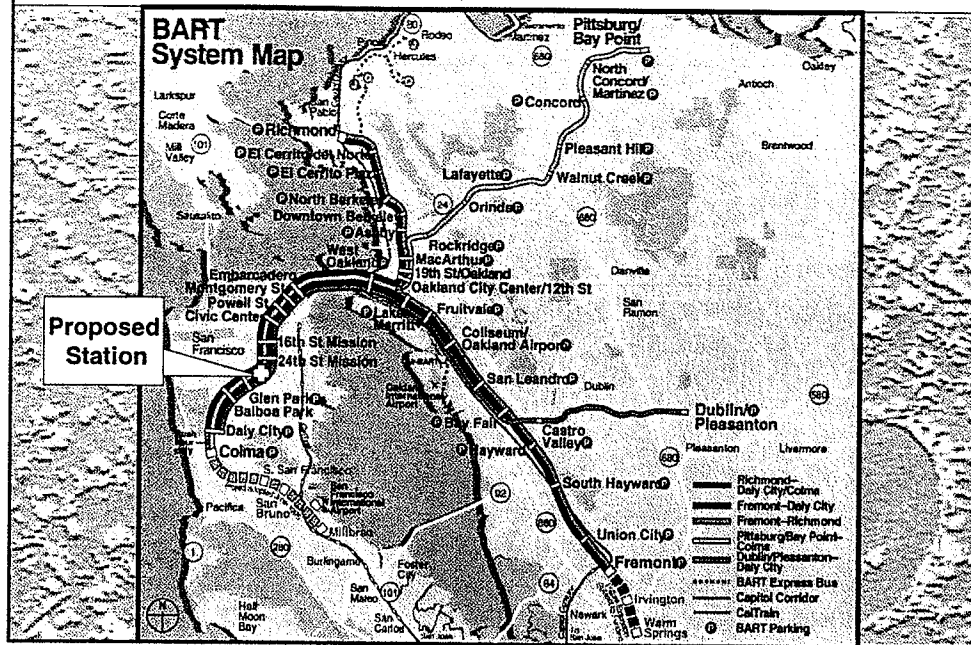
**30th Street / Mission BART Station
Feasibility Assessment**

PUBLIC WORKSHOP

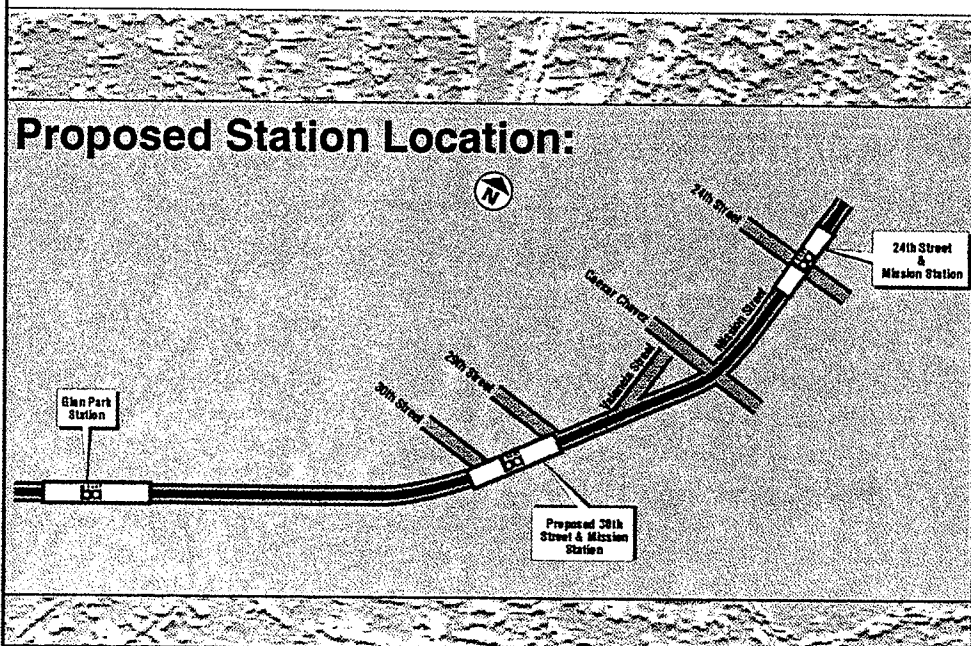
April 11, 2002



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Why This Location?

- Transit Connections to four Muni bus lines and J-Church Muni Metro
- Mid-point of large gap on BART line in San Francisco
- Serves five neighborhoods not directly served by BART: Bernal Heights, Outer Noe Valley, Fairmount and Outer Mission

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Potential System Benefits:

- Increase in operation flexibility
- Train turnback potential
- Enhancement to failure management / recovery
- Increase ridership

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What is this Study ? (and what is it not ?)

- Feasibility, not Preliminary Engineering
Is it possible ?
Range of alternatives
- Gather data and report findings
- Next steps

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History and Selection of Alternatives

- 1998 Sketch study by BART
- Established minimum design criteria
- Developed approximately 10 alternatives
- Alternative screening
- Identified engineering / operational challenges

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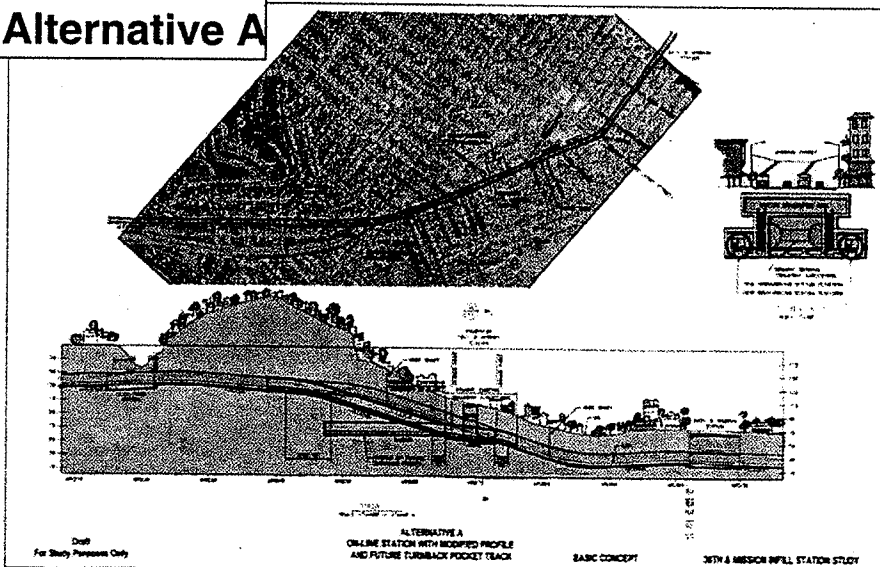
Challenges:

- Existing track grade is greater than 3%
- No decrease in service levels south of new station
- Provide both northbound and southbound service
- Maintenance of service throughout construction
- Minimization of disruption to existing communities

max 1%
 is OK
 for ADA
 and mechanical
 compliance
 /
 there SW
 has 1% max
 grade as a
 sanity check
 when starting
 a train from
 a station
 - WP

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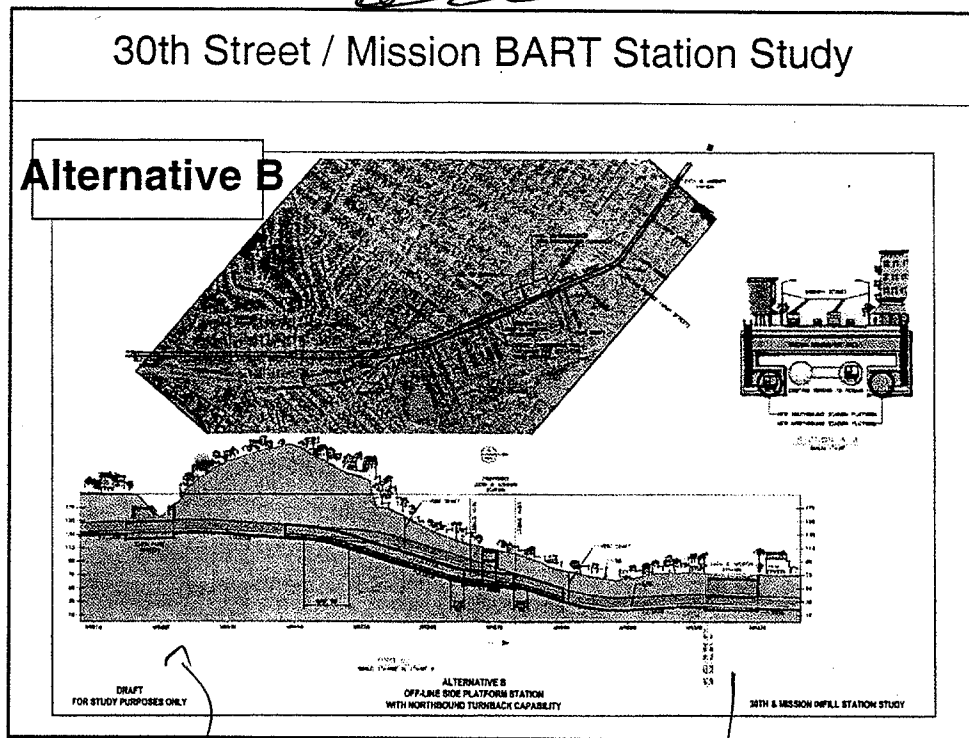
Alternative A



new
 water
 tubes
 w/ center
 platform
 center tubes
 are access
 to storage

current tubes
separated 4x 38 ft
~~30 ft deep~~

20 ft
deep
in
mission



two new
outer tubes
with side
platforms

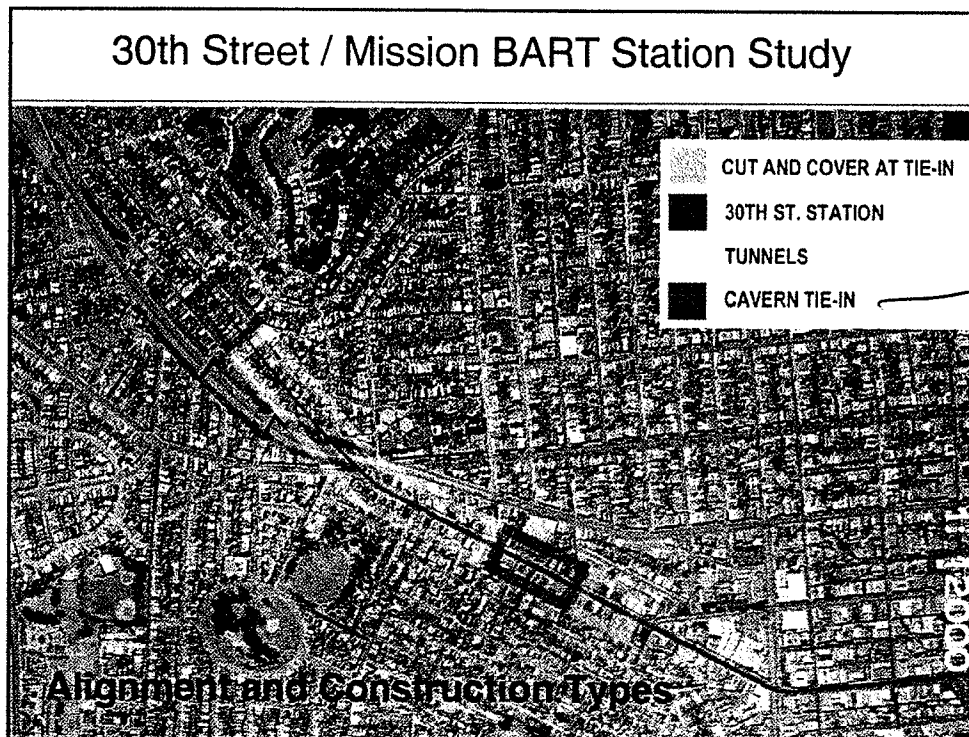
inner existing
tubes are
for double
tracking

Northern
part is
on fill
so has to be
cut & cover

1500
~~1000~~ ft
of mission
st
could be
torn up
~~at 30th~~

garage

24m st



tubes
50ft x
80ft
access
tunnel
for mining
by hand

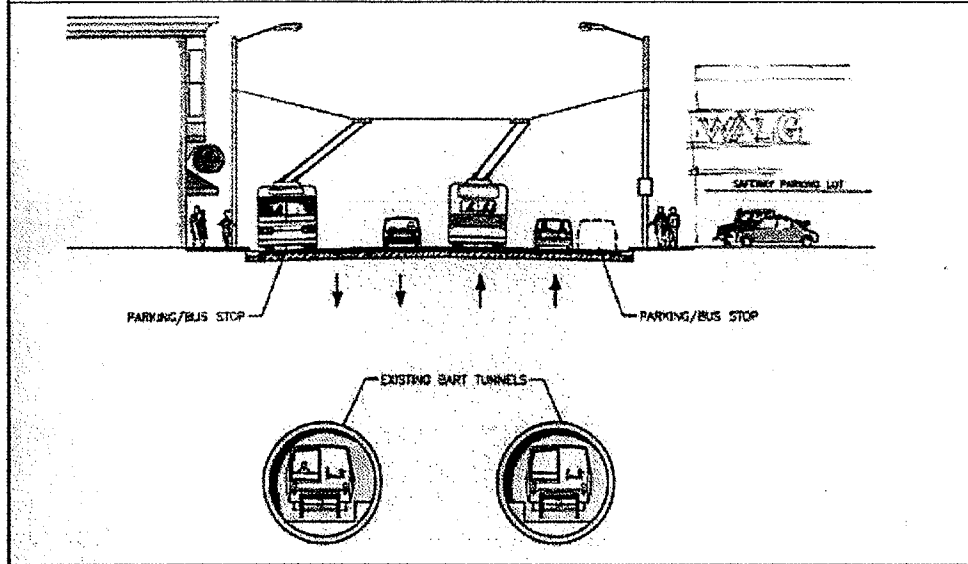
30% grade rises 21 ft over this length
stabling are 700 ft long

They could use Parkway parking lot for hand access

They don't know
if any demolition
would be required

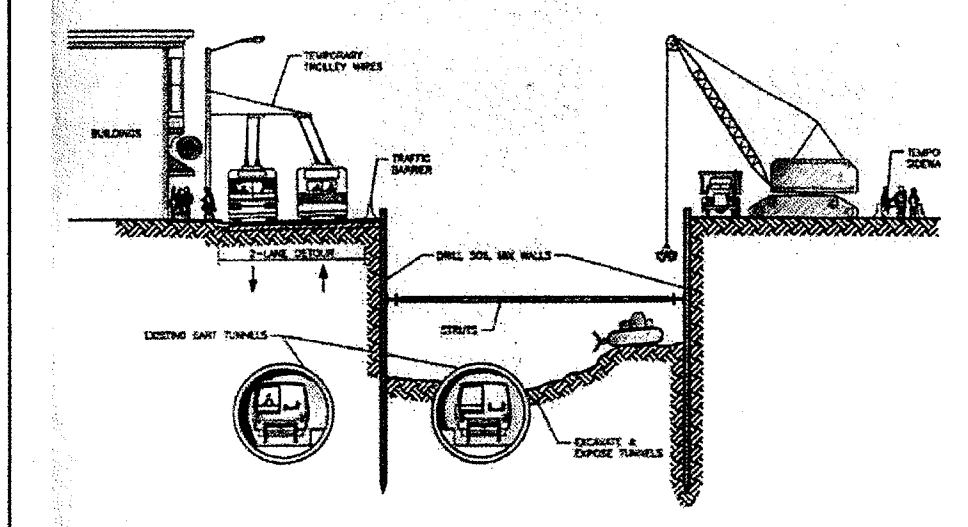
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1. Mission Street Now



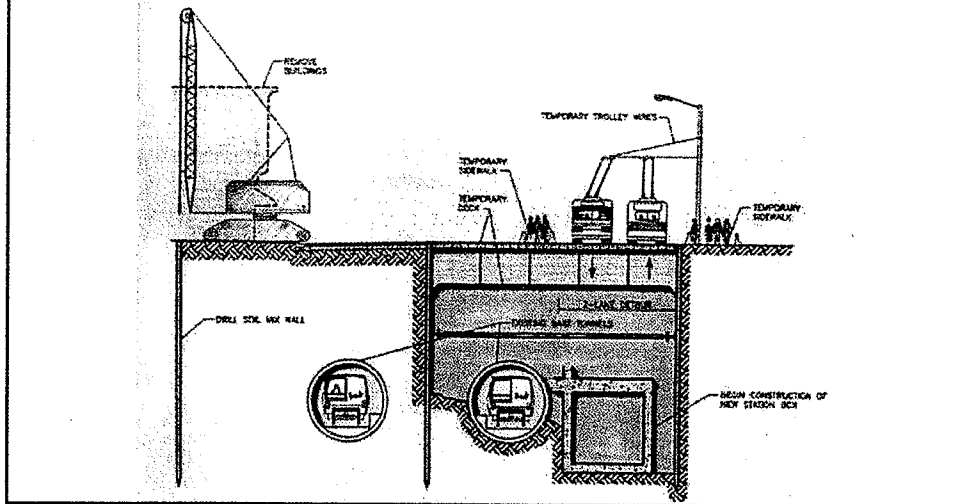
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2. Traffic re-routed, construction sites cleared, and current tunnels excavated



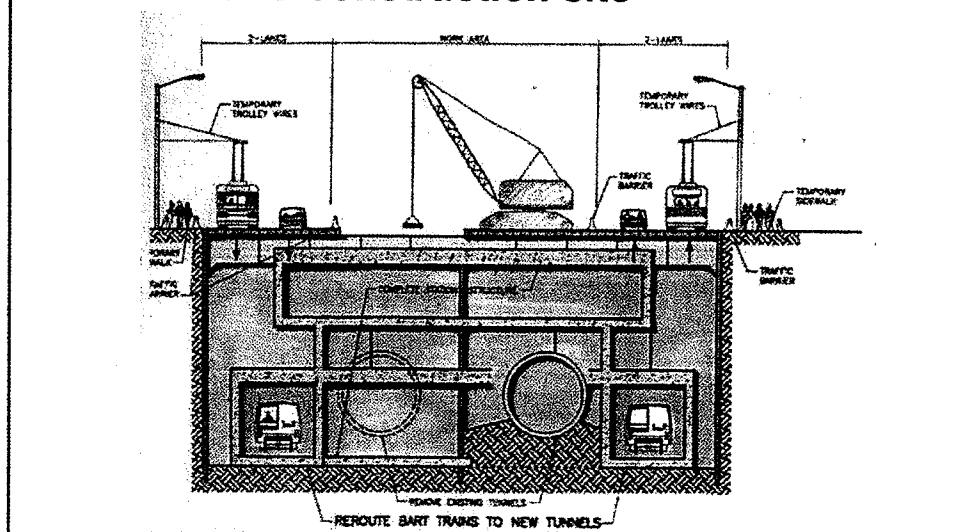
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3. New tunnels constructed beside old ones, temporary street / sidewalk built



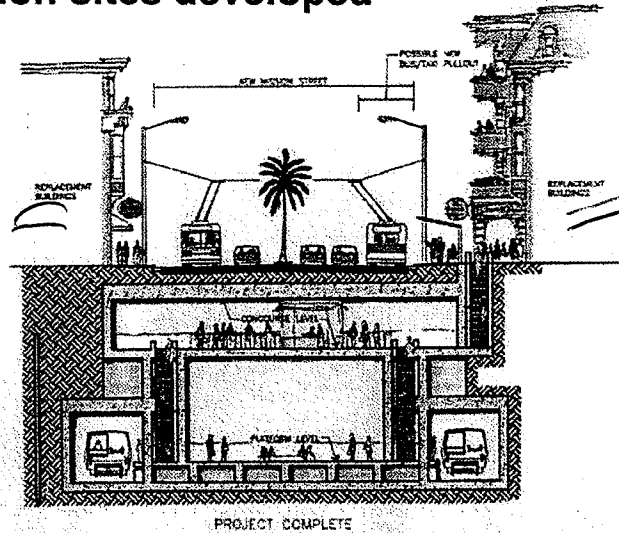
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4. New tunnels and station completed, traffic rerouted around construction site



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5. Station fully functional, normal traffic restored, construction sites developed



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Impacts

- **Construction**

- Noise, dust & utilities

- Transportation disruptions (Muni, traffic & BART)

- Night work

- **Long term**

- Transbay capacity

- Changes in traffic patterns & volumes

- **Risk**

- Major disruptions

- Subsidence

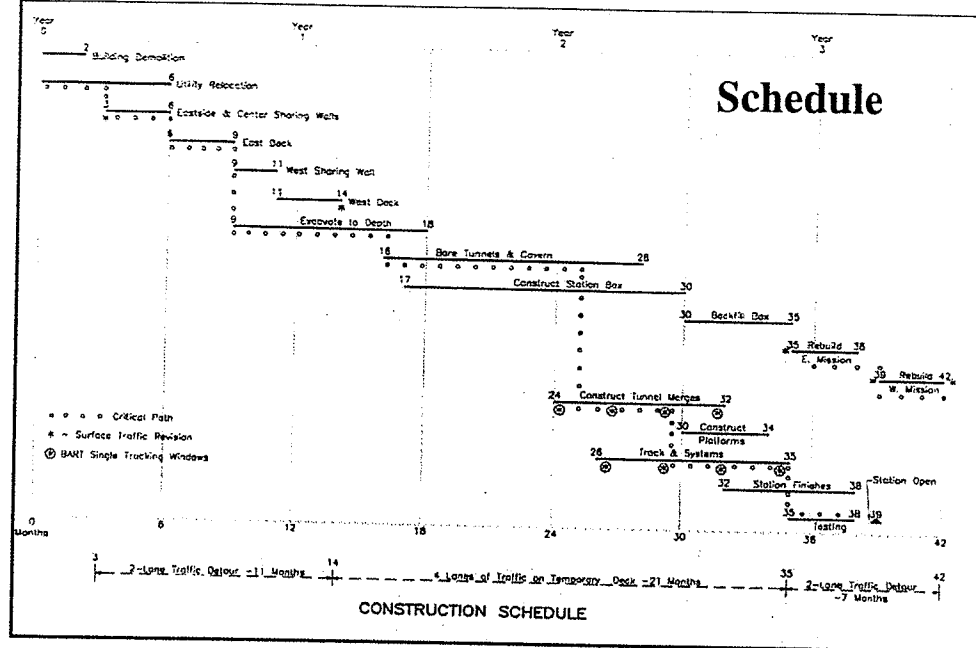
- Insurance

Muni
possible
nearby
existing
construction

BART
would single
track on
weekends

That can't do
it all at night

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Alternative Cost Estimates (in millions):

- Alternative A (w/o pocket track) \$444
- Alternative A (w/ Pocket Track) \$526
- Alternative B \$461

Exclusions

- Right-of-way
- Environmental
- Escalation

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Cost Estimate:

Selected rail capital projects (in millions from MTC's RTEP):

• Caltrain Extension/Transbay Terminal:	\$1,885
• Muni Central Subway:	\$ 647
• BART to Warm Springs:	\$ 634
• BART 30th Street	\$ 440-520
• BART Oakland Airport Connector	\$ 232

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Ridership & Land Use Considerations:

- BART promotes station planning where higher number of riders will justify investment.
- 1998 SFCTA ridership projection: 3,800 - 5,700
(does not consider SFO/Millbrae-Caltrain extension)
- TOD program would boost ridership
- Many riders expected to be diverted from Mission Muni lines
- Could add new riders to connecting Muni lines (24, 67, J, etc.)

entries
per day

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Ridership Benefits and Concerns:

- Improved reliability and travel times from station area to Downtown, Peninsula and East Bay
- BART station offers more choice and relief for riders on crowded Mission Street Muni lines
- Travel time would increase between stations south and north of 30th Street
- New station would affect operating capacity on train lines and rider capacity on trains, especially am northbound trains

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Next Steps:

- Community feedback & Completion of Report
- Possible Community Planning Effort
- Involve Collaboration of BART & City Agencies:
(Muni, DPT, Planning, Transportation Authority)



Peter Alt

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June 15

next meeting

Sat AM

"A# the end of m's year"

Millbrae will open

- Peter Alt

29 MM-Les SFO -> Powell
31 MM-Les -> ~~Millbrae~~ ~~Millbrae~~ ~~Millbrae~~

King's College
122-4800
Academics
Munkit
11:00 am
Monday
Early inauguration plan
meetings

30th Street/Mission BART Study
Community Meeting #3
April 11, 2002
6:30 – 8:30 pm
Bernal Heights Neighborhood Community Center
515 Cortland Avenue, San Francisco

Agenda

- | | | |
|----|---|---|
| 1. | Welcome and Introductions
(15 min) | Mauricio Vela, Executive Director
Bernal Heights Neighborhood Center |
| 2. | Background and Status of Study
(15 min) | Peter Albert,
BART Planning |
| 4. | Review of Feasibility
Assessment Findings (20 min) <ul style="list-style-type: none">• Construction• Operations• Cost Estimates• Schedule | Jim Gravesande,
BART Transit Systems Development |
| 5. | Land Use and
Community Planning Issues
(15 min) | Peter Albert |
| 6. | Next Steps
(20 min) | Tom Radulovich , and
Mauricio Vela |
| 7. | Community Review & Discussion
(30 min +) | |
| 8. | Adjournment | |